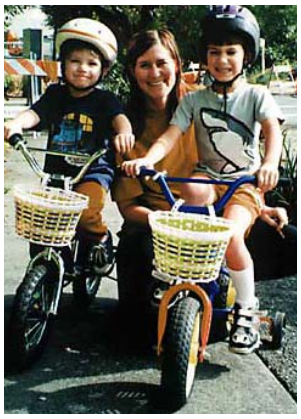


Long Beach
Bicycle Master Plan
Existing Conditions

It is important to evaluate existing conditions of the roads and bikeways in order to develop bicycle enhancements to the existing system and more importantly builds and improves upon it. Consideration of existing conditions include evaluating and assessing the bikeways, signage, support facilities, safety education, multi-modal connections and resource groups.

Definition of Bikeways

Bikeways are described by Caltrans in Chapter 1000 of the Highway Design Manual as being one of three basic types (Figure 1).

Class I Bikeway Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.

Class II Bikeway Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.

Class III Bikeway Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.

It is important to ensure that all bikeways in Long Beach meet the Caltrans designated Class I, II and III standards. For example, Class I multi-use paths must meet specific width, clearance, curve radii, gradient, and other requirements, while Class II bike lanes and Class III bike routes must meet specific striping, signing and other requirements. Off-street paved paths do not necessarily need to meet Caltrans standards, but should not be identified as Class I paths on maps or plans. The design guidelines provided later in this plan should

Existing Conditions

help ensure consistency with accepted state and national standards.

An extensive field review was conducted of all the existing roads and bikeways in Long Beach. There are approximately 63 miles of Class I, II and III bikeways. The breakdown of the bikeways by class includes approximately 29 miles of Class I, 19 miles of Class II and 15 miles of Class III. Table 1 provides a detailed inventory of each class type, destinations, condition, comments and length in miles of each existing bikeway. Figure 2 shows the Existing Bikeways Map.

Like most cities, Long Beach has bikeways that do not provide a cohesive, gap-free network. However, the bicycling community, ranging from experienced club riders to school children, currently use the existing streets and routes for their own purposes. This plan looks at the existing opportunities and constraints to help develop a comprehensive roads and bikeways system which will make it easier for bicyclists to travel to their destinations.

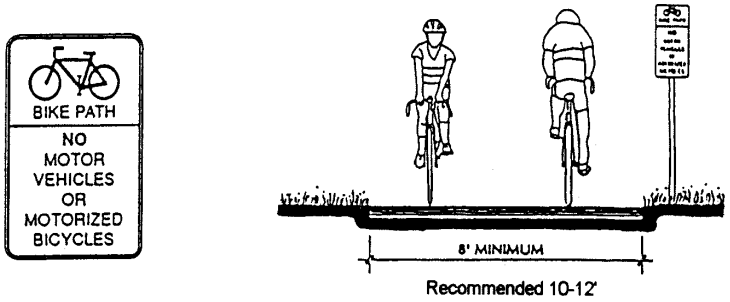
Major Existing Bikeways

Los Angeles River Bike Path

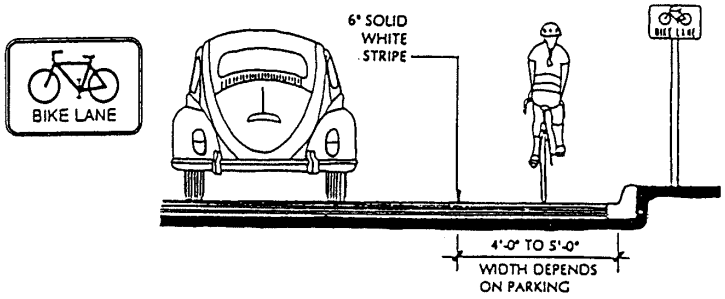
Los Angeles River Bike Path

The Los Angeles River bike path is under the jurisdiction of the County of Los Angeles and is a regional route that runs north-south throughout most of Los Angeles County and may eventually continue all the way from the San Fernando Valley to the beach in Long Beach. In Long Beach, the Los Angeles River bike path runs from the northern city limits to the beach. It links with the Shoreline Drive bike path beach bike path and then the Shoreline Beach bike path. This bikeway serves as an excellent place to ride recreationally and also provides a way to travel by bicycle most of the way from the northwest area of the city to downtown Long Beach. It has benches, trash receptacles and bicycle parking at some locations.

BIKE PATH



BIKE LANE



BIKE ROUTE

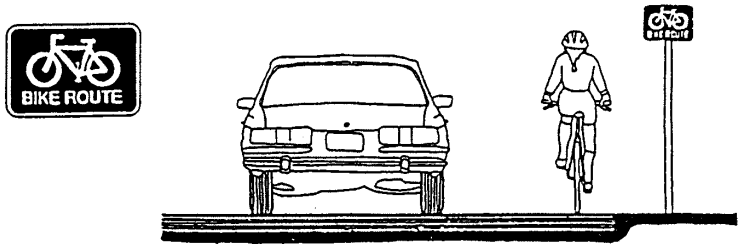


Figure 1 Types of Bikeway Facilities

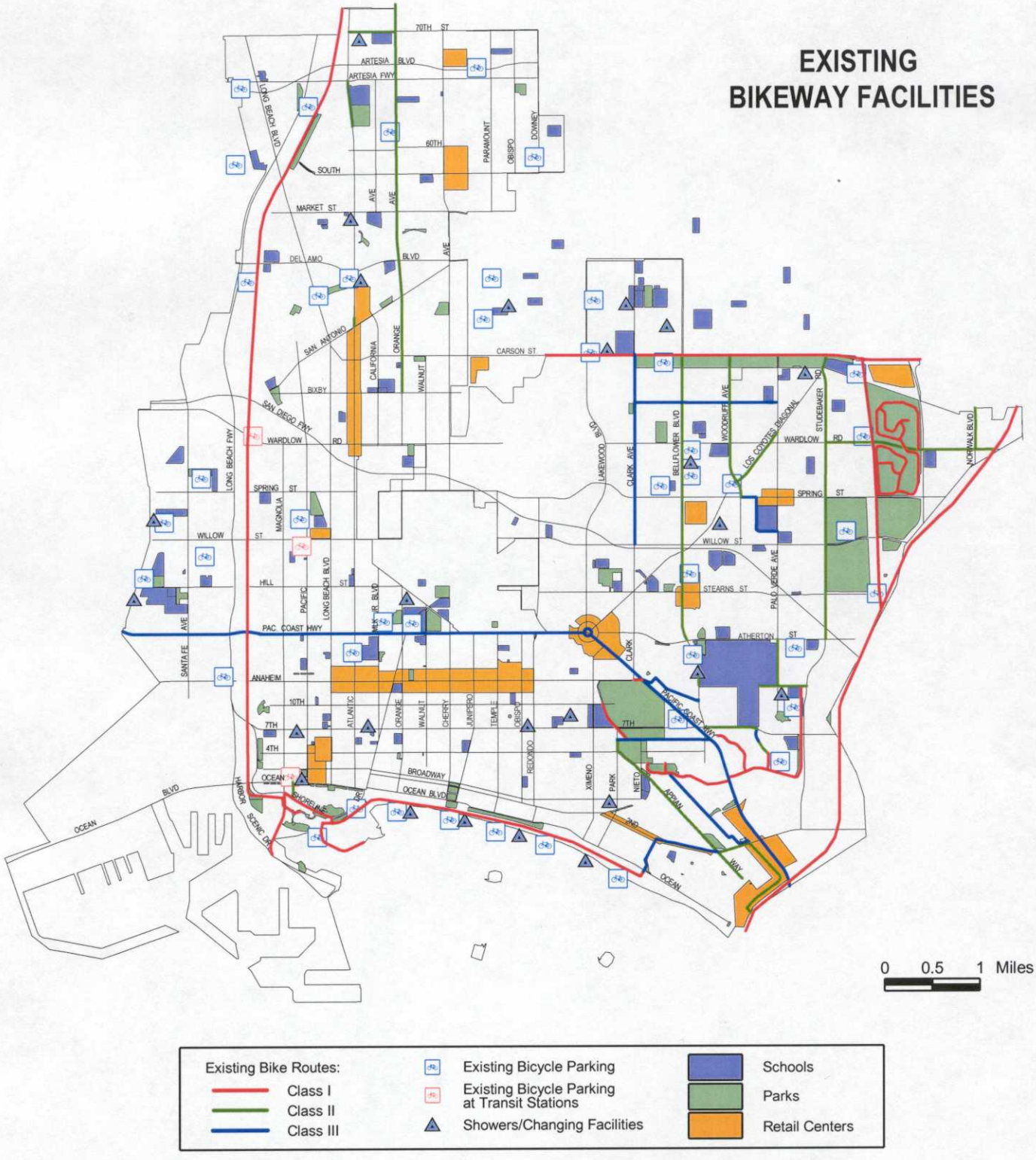


Figure 2

EXISTING BIKEWAY FACILITIES

Long Beach Bicycle Master Plan

Table 1 Existing Long Beach Bikeways

Bikeway	Class	From	To	Condition	Miles
Los Angeles River bike path	I	north city limits	Shoreline bike path	good	8
Shoreline beach bike path	I	Los Angeles River	54th Place	excellent	4
San Gabriel River bike path	I	north city limits	beach	good	7
Coyote Creek bike path	I	north city limits	San Gabriel River	poor	1.5
Los Cerritos Channel bike path	I	Loynes Drive	Anaheim Road	good	1
Hartwell Park bike path	I	Lakewood Golf Course	Long Beach Towne Center; also down Studebaker and along Parkcrest Street to Karen Avenue	good	3
Atherton bike path	I	west end of CSULB	Palo Verde Avenue	non-existent	0
Eliot Street-Loynes Drive	I	Appian Way	Margo Avenue	good	1.5
Bixby Village Drive	I	Loynes Drive	Margo Avenue	good	0.5
El Dorado Park bike path	I	in El Dorado Park		fair	2
Recreation Park	I	about 1 block to end of service road; picks up again south of Deukmejian Way	Clark Avenue on the north end; 6th Street on south end	poor	0.1
Shoreline Drive bike path	I	Chestnut Place	Linden Avenue	good	0.5
Queensway Bridge	I	Shoreline Drive	Harbor Scenic Drive	good	0.5
70th Street	II	Atlantic Avenue	Orange Avenue	good	0.5
Chestnut Avenue	II	Ocean Avenue	Shoreline Drive	fair	1
Atlantic Avenue	II	Artesia Boulevard to Harding Street	43rd Street to San Antonio Drive	good	0.5
Orange Avenue	II	north city limits	Bixby Road	good	4
Bellflower Boulevard	II	Carson Street to Los Coyotes Diagonal, Stearns Street to Garfield Street	State University Drive to Anaheim Road	good	2

Bikeway	Class	From	To	Condition	Miles
Woodruff Avenue	II	north city limits	Spring Street	good	2
Palo Verde Avenue	II	Atherton Street	Anaheim Road	good	0.5
Studebaker Road	II	north city limits	Atherton Street	good	3
Margo Avenue	I/II/III	7th Street	Loynes Drive	fair	0.5
Norwalk Boulevard	II	north city limits	Wardlow Road	good	0.5
Harding Street	II	Atlantic Avenue	Orange Avenue	non-existent	0
Anaheim Road	I/II	Studebaker Road	CSULB campus	fair	0.5
Wardlow Road	II	Studebaker Road	Coyote Creek	good/fair	1.5
Marina Drive	II	2nd Street	San Gabriel River	good	1
Los Coyotes Diagonal	II	Palo Verde Avenue	Woodruff Avenue	good	0.5
Appian Way	II	6th Street	marina	fair	1.5
7th Street	II	Bellflower Boulevard	West Campus Drive	fair	0.5
Conant Street	III	Clark Avenue	Palo Verde Avenue	good	2
Spring/Snowden/Barbanell	III	Woodruff Avenue	Palo Verde Avenue	fair	.5
Pacific Coast Highway	III	west city limit	east city limit	poor	8
Anaheim Road	III	Clark Avenue	Bellflower Boulevard	good	1
6th Street	III	Park Avenue	Manila Avenue	good	1
Marina Drive	III	Eliot Street	Los Cerritos Channel	fair	0.5
54th/Bayshore/2nd	II/III	beach bike path	Marina Drive	fair	1.5

Table 1 Existing Long Beach Bikeways (continued)

Major Existing Bikeways, Continued

Shoreline Beach Bike Path

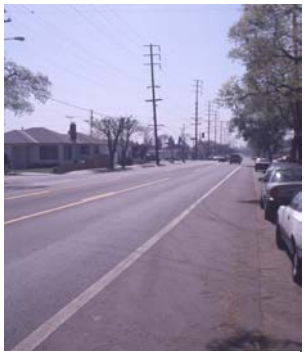
The Shoreline beach bike path, on an east-west route, takes cyclists along the beach from the Catalina Island ferry terminal to Belmont Shore. It connects with the Los Angeles River bike path and the Queensway Bay bikeway. It provides a designated route to ride to the Long Beach Aquarium, the Long Beach Convention and Entertainment Center and other tourist destinations. Close to downtown, the Shoreline beach bike path can also be used to commute to work. This bikeway has restrooms, drinking fountains and bicycle parking along the way.

San Gabriel River Bike Path

The San Gabriel River bike path is under the jurisdiction of Los Angeles County. It is the longest continuous bikeway in the County following the river, north-south, from the San Gabriel Mountains to the Pacific Ocean, as well as connecting to the Coyote Creek bike path near the Orange County border. In Long Beach the San Gabriel River bike path runs from the northeast city limits to the beach. The San Gabriel bike path offers a way to commute much of the distance to the Cal State Long Beach campus, and provides access to El Dorado Park as well as the Towne Center shopping mall. It is also an excellent place for a recreational ride.

Coyote Creek Bike Path

The Coyote Creek bike path is under the jurisdiction of Los Angeles County. It begins near the east side of town where Coyote Creek flows into the San Gabriel River and continues north to Buena Park. Its link to the San Gabriel River bike path provides regional access to the San Gabriel Valley area and to Orange County. It is an excellent path for both regional commuter and recreational cyclists.



Orange Avenue

Queensway Bridge Bike Path

The Queensway Bridge bike path, in the southwestern most section of the City, provides a way for cyclists to cross over the harbor to the Queen Mary, linking the Queen Mary with other tourist destinations. On the north end it connects with the Shoreline bike path and the Los Angeles River bike path.

Major Existing Bikeways, Continued

Orange Avenue Bikeway
Orange Avenue has bike lanes from the northern city limits to Bixby Road. It provides an excellent north-south route for cyclists in northwest Long Beach.

Bellflower Boulevard Bikeway
Bellflower Boulevard has bike lanes from Carson Street south, most of the way to the campus of California State University, Long Beach. It provides a north-south route between Cal State Long Beach and Long Beach City College.

Studebaker Road

Studebaker Road Bikeway
In Long Beach bike lanes on Studebaker Road run from the northern city limits to Atherton Street near Cal State Long Beach. On the north end, it links with bike lanes continuing up into the City of Lakewood. It provides access to El Dorado Park and Cal State Long Beach.

54th Street/Bayshore Avenue/2nd Street/Marina Drive
This route connects the Shoreline beach bike path with the San Gabriel River bike path. It has bike lanes part of the way, and runs as a signed bicycle route the rest of the way. It also serves the retail district along 2nd Street.

Major Existing Constraints

General
The City of Long Beach is primarily a built out City with few opportunities for new development. Neighborhoods and commercial districts in the western and southern sections of the City have narrow streets and a high level of building and population density compared to the eastern and northern sections of the City, which are more suburban with long wide streets.

San Gabriel and Los Angeles River Paths
Access to both the San Gabriel and Los Angeles River Paths is difficult. In addition, there is little or no signage indicating where the entrances or exits are located.

San Gabriel River, Los Angeles River and Shoreline Beach Paths
Gaps and relatively unpleasant Class II and Class III connections on busy roads make connections between the San

Major Existing Constraints, continued

Gabriel River, Los Angeles River and Shoreline Beach Paths difficult. In particular, there is a major concern on how to connect over the Alamitos Bay, near the Long Beach Marina.

Sidewalk Paths

Long Beach has a significant number of sidewalk bikeways, mapped as Class I paths. These bikeways have significant disadvantages and should be used only in circumstances where there is "high speed or heavily traveled roadways having inadequate space for bicycles" or along bridges as described by Caltrans in the Highway Design Manual. Signage and other safety measures should be improved along these routes.

California State University of Long Beach

The California State University of Long Beach is a major destination, however there are no existing designated routes. When traveling from either the north, west or downtown areas of the City, there is no clear way to get to campus. In addition, there is no designated link to the San Gabriel River bike path, which would connect people traveling from outside the City to the University.

Airport

The Long Beach Airport, which is located in the center of the City, poses a major physical obstacle. A tunnel along Spring Street, with high speed automobile traffic and no bikeway facility or safety signage, is the only way to traverse the airport.

City Boundaries

The City of Signal Hill is located directly in the middle of the City of Long Beach, requiring inter-jurisdictional cooperation with that City for many bicycle improvements.

Existing Signing

Implementing a well planned, attractive, and effective system of network signing greatly enhances bikeway facilities by promoting their presence to both potential and existing bicyclists as well as motorist. Signing helps increase bicycle use by leading people to city bikeways and also helps increase visibility for safety reasons. There are four major types of signs, including those used to identify a route, destination signs,

Existing Signing, continued

access signs and safety signs warning cyclists and motorists of each other. Surveys indicate that signage is lacking in Long Beach, and good signage would improve bicycling in the City.

Currently, the City of Long Beach has very few bike route signs. Many of the local street connections are not identified and very few continuous signs are identified at all. Some of the existing signs are difficult to read or are vandalized.

There are no destination signs in the City. These types of signs identify major destination centers and indicate the approximate number of miles to that location.

Access signs are an issue, especially at the River Bike Paths where it is difficult to find the entrances. Surveys have indicated that there are no existing signs and the installation of signs would help bicyclists access the paths.

The most common safety signs can either warn motorists of bicyclists or caution bicyclists to on coming traffic.

Bikeway Support Facilities

Blue Line Station – Lack of Bike Parking

In a nationwide Harris Poll conducted in 1991, almost half the respondents stated that they would sometimes commute to work by bicycle or commute more often if there were showers, lockers and secure bicycle storage at work.

There is a need for potential commuting cyclists to have access to shower, locker and changing facilities at the end of their destination. For those cyclists needing to dress more formally, traveling longer distances or cycle during inclement weather, the ability to shower and change clothing can be as critical as bicycle storage. There are existing shower and changing facilities in most educational institutions such as the Jr. High and High Schools as well as Long Beach City College and California State University of Long Beach campuses. In addition to the City of Long Beach a few private companies and industrial sites such as Boeing have been known to have these facilities, although there is no easy way to account for them.

A bicyclist's needs for bicycle parking or storage ranges from simply locking a bike to a convenient piece of street furniture,

Bicycle Support Facilities, continued

Blue Line Station Bike Lockers

to storage in a bicycle locker that affords weather, theft and vandalism protection, gear storage space and 24-hour access. Bicycle parking is determined by several factors:

- Type of trip being made: whether or not the bicycle will be left unattended all day or for just a few minutes.
- Security of area: A well lighted area with supervision is optimal, although security is often determined by the bicyclist's perception.
- Value of the bicycle: the more a bicyclist has invested in a bicycle relative to their income, the more there will be a concern for protection or theft.

Class I bicycle parking facilities accommodate employees, students, residents, commuters and others who are expected to park more than two hours. This type of parking is to be provided in a secure, weather protected manner and location. Class I bicycle parking is either a bicycle locker, or a secure area like a bike corral that can be accessed only by bicyclists.

Bike lockers are covered storage units that typically accommodate one or two bicycles per locker, and provide additional security and protection from the elements. These are typically located at large employment centers, colleges, and transit stations.

Bike corrals usually involve multiple racks with a movable fencing system around them that can safely store large numbers of bicycles. Either locking the enclosure or locating it near other activities with supervision provides security. Bike corrals can be found at schools, stadiums, special events, and other locations, such as a bike station.

Class II bicycle parking facilities are best used to accommodate visitors, customers, messengers, and others who are expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground and are

Bicycle Support Facilities, continued

located in highly visible areas. They are usually located at schools, commercial locations, and activity centers such as parks, libraries, retail locations and civic centers.

A field review of Long Beach revealed that there are existing bicycle parking facilities that range from a simple bike rack to a BikeStation. In general there are bicycle parking facilities at all schools, parks and at most public buildings. Locations of these existing bicycle parking facilities are shown on the Existing Bikeways Map (Figure 2). A few notable parking and support facilities are inventoried in Table 2.

Long Beach BikeStation

Table 2 Existing Bicycle Parking and Support Facilities

Location	Facilities
Bikestation – on 1st Street and the Promenade	Attendant bicycle parking for 150 bicycles; 4 bicycle lockers, bicycle racks; restrooms/changing area; bicycle rental and repair; serves 1st Street, Transit Mall and Blue Line Stations
Willow Blue Line Station	Lockers for 12 bikes at the station; bicycle racks; lockers for 20 bicycles in adjacent parking structure
Wardlow Blue Line Station	Lockers for 8 bikes; bicycle racks
Los Angeles River bike path	Scattered bicycle racks; benches, trash receptacles
Shoreline beach bike path	Scattered bicycle racks; restrooms, drinking fountains, trash receptacles
Towne Center shopping center	Bicycle racks
Shopping center at Atlantic and 45th	Bicycle racks
California State Long Beach and Long Beach City Colleges	Bicycle racks; clothing lockers and showers

Bikeway Support Facilities, continued

The survey conducted as part of this Plan, indicates that there is inadequate bicycle parking in Long Beach. In particular, not all of the Blue Line Transit stations have racks or lockers: 5th Street, Pacific, Anaheim, and Pacific Coast Highway stations. Both park-and-ride lots near the Long Beach Airport and near the Long Beach Freeway at Artesia Boulevard, do not have bicycle parking. Other major activity centers such as the Catalina Boat Dock, Belmont Pier, and shopping districts have bicycle facilities that do not seem to be conveniently located for some bicycle users.

Many of the bike racks that are provided at public buildings, parks, schools, commercial and retail areas may not meet current users preference. The racks support only the front wheel and not the entire frame of the bicycle which would provide more secure lock.

Bicycle Safety Education Programs

Education is another important element in increasing the use of bicycles and improving safety. Proper educational outreach should teach bicyclists, motorists and pedestrians bicycle safety and rules of the road. Education has proven to be effective in other communities.

Currently the City of Long Beach, through its Family Safety Initiative Program, administered by the Neighborhood Services Bureau and in conjunction with the Police Department and Public Health Bureau, has received grant monies from the Office of Traffic Safety (OTS) for bicycle education at elementary schools within the Neighborhood Improvement Strategy Areas. Thirteen schools have been selected as sites for these programs. The bicycle education programs targets elementary school children grades three to six, and reaches more than 1,000 students per year. The program teaches them bicycle skills and safety rules using a standard "bicycle rodeo" exercise. Other educational games such as Safety Bingo and Safety Jeopardy test comprehension of child passenger safety, car passenger safety, pedestrian safety, school bus safety as well as bicycle safety.

In addition, the Long Beach Parks and Recreation allows volunteers from groups known as Bikes 90800, Central Bikes

Bicycle Safety Education Programs, continued

90800 and Bikes 90800 LIRO to hold bicycle repair and safety workshops. The bicycle repair and safety workshops are held every Saturday, and some weekdays. The program attracts approximately 10-30 children each week. Children can have their bicycles repaired and are also given a bicycle safety handbook, printed by the Long Beach Police Department.

Adults in Long Beach can sign up for the League of American Bicyclists' Bike Ed course offered by the Long Beach Cyclists advocacy group. This group of seasoned cyclists teaches others the rules of the road, and more importantly gives seasoned advice on how to best negotiate riding on the streets.

Multi-Modal Connections

A multi-modal connection allows bicyclists to connect to some other form of transportation. These types of transportation may include buses, light rail, ferries and carpools or vanpools. It is important to link bicycles with multi-modal locations such as public transportation stations and stops as well as park and ride lots where there are carpools and vanpools. Improving these multi-modal connections is an integral part of making bicycling a viable transportation option in Long Beach.

Linking bicycles with multi-modal overcomes such barriers such as long commute trips, lack of door –to- door service, challenging routes, and other personal security concerns. There are also other commute benefits which reduce taxpayer costs, air pollution and traffic congestion with relatively low cost of investment.

In particular the four main components of integrating bicycles with public transportation are:

- Allowing bicycles on transit buses and light rail trains
- Offering bicycles parking at transit locations
- Improve road and bikeway access to transit
- Encouraging use of bicycles with transit

The two most important components of integrating bicycles with carpools or vanpools at park and ride lots are:

Multi-Modal Connections, continued

- Offering bicycle parking at park and ride lots
- Increasing the awareness of using park and ride lots for carpool connections

The Los Angeles Metropolitan Transportation Authority (MTA), which has bus service in Long Beach, has installed bike racks on most of their fleet of buses, with plans to ensure that all buses have them. The MTA bike racks are located on the front of the buses and have a capacity to hold two bicycles. Long Beach Transit (LBT), the local transit provider, does not have any bicycle racks on their fleet of buses. Bicycles are allowed on Long Beach Transit's AquaBus, which runs from Shoreline Village to the Aquarium and Queen Mary, although this primarily functions as a tourist service.

There are a few bicycle racks at some of the MTA's Blue Line light rail stations where bicyclists can secure their bicycle and then use the light rail. Bicycles are allowed on the Blue Line light rail during off peak hours, but not during peak commute hours.

At the park and ride lots, there are no bicycle racks to allow bicyclists with long commutes to meet a carpool or vanpool halfway.

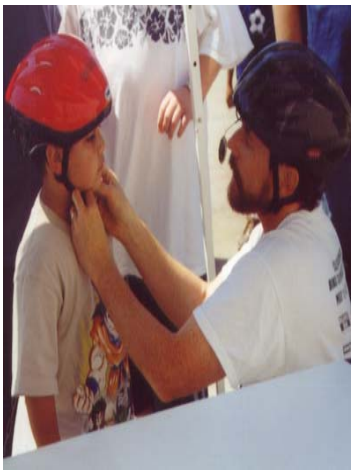
There are other resources and support programs, organized by private organizations and voluntary groups that make up the bicycling community in Long Beach. The bicycle community is an important factor to consider when implementing the Bicycle Master Plan. These people will continue to act as liaisons and advocates for the Bicycle Master Plan.

Other Resources and Support Programs

Bicycle Shops - Currently, there are ten bicycle shops in Long Beach, which provide bicycle sales, supply, repair and rental. Two of the shops are advocacy-oriented and have a section of the store dedicated to bicycle information about events, safety, and other promotional material.

Long Beach Cyclists (LBC) is a local advocacy group that promotes bicycling in Long Beach. Their focus is on encouraging

Other Resources and Support Programs, continued



the use of cycling as a safe and environmentally friendly alternative to cars, educating the public on bicycle safety and improving street conditions in the City. Members of the LBC, continue to encourage Long Beach City staff and City officials to improve the bicycling environment in the City. LBC has recently affiliated itself with the Los Angeles County Bicycle Coalition, but still retains its identity and focus on local advocacy. P.O. Box 32352, Long Beach CA 90832, e-mail LBCyclists@aol.com or www.LongBeachCyclists.org.

Los Angeles County Bicycle Coalition (LACBC) is a regional advocacy organization. Its mission is to improve the bicycling environment and quality of life in the entire County of Los Angeles, which includes the City of Long Beach. Members of LACBC encourage and support the efforts of the LBC. 634 S. Spring St., #820, Los Angeles CA 90014, (213) 629-2142 phone, (213) 629-2259 fax, e-mail rpm@labikecoalition.org.

Long Beach BIKESTATION is a full service bicycle facility located in downtown Long Beach. Services offered at the BIKESTATION include valet bicycle parking, bike rentals, accessory shop, changing rooms, repairs and an outdoor café. The BIKESTATION also advocates bicycle use as a means of transportation by having educational programs, frequent rider programs, bike tours and featured speakers. First Street and the Promenade (562) 436-BIKE phone, (562) 595-0446 fax, web site www.bikestation.org

The **Bikes 90800** are a volunteer group focused on cycling for children. They work with the Long Beach Parks, Recreation and Marine Department to provide bicycle repair and education. Contact Long Beach Neighborhood Resource Center (562) 570-1010.

Long Beach Area Transportation Resource Association (LBATRA) oversees transportation programs which use traffic mitigation funds from the Airport Area Assessment District Program. LBATRA's goal is to work closely with employers, developers and the community to encourage the use of alternative transportation that will reduce traffic congestion and improve air quality in the airport area. Bicycling is one of the alternatives that they promote annually in the Bike to Work

Other Resources and Support Programs, continued

Day, held at the Long Beach BIKESTATION. 333 E. Spring Street Suite 217, Long Beach CA 90806, (562) 427-0425 phone, (562) 427-9643 fax, e-mail info@lbatra.com.